

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report

57
Mathews County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Mathews Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
3	1.37	5700	G	From:	Middlesex County Line				F	0.09	F	0.575	5600	G	2002	
				To:	N SR 198											
3	1.55	6800	G	From:	S SR 198				F	0.088	F	0.556	6800	G	2002	
				To:	SR 14 Fort Nonsense											
3	2.07	5400	G	From:	Gloucester County Line				C	0.089	F	0.583	5400	G	2002	
				To:	SR 14 Fort Nonsense											
3	0.11	10000	G	From:	Gloucester County Line				F	0.087	F	0.654	9900	G	2002	
				To:	SR 3 FORT NONSENSE											
14 3	0.11	10000	G	From:	57-617				F	0.091	F	0.620	5000	G	2002	
				To:	57-660 Foster											
14	2.75	5800	G	From:	W SR 198 INT				F	0.087	F	0.567	5800	G	2002	
				To:	E SR 198 INT											
14	1.38	5000	G	From:	E 57-611 Mathews				F	0.088	F	0.621	5400	G	2002	
				To:	57-604 Susan											
14	3.15	5800	G	From:	57-602 East of Shadow P O				F	0.089	F	0.617	3300	G	2002	
				To:	Bayside Wharf											
14	1.69	7400	G	From:	Gloucester County Line				F	0.097	F	0.571	2000	G	2002	
				To:	SR 3 West Intersection											
198	0.44	2000	G	From:	SR 3 East Intersection				F	0.088	F	0.556	6800	G	2002	
				To:	SR 223 Hudgins											
198	6.24	4700	G	From:	SR 14 North Intersection				F	0.086	F	0.547	4700	G	2002	
				To:	SR 14 South Intersection											
198 14	1.69	7400	G	From:	57-642				F	0.092	F	0.588	1100	G	2002	
				To:	SR 198 Hudgins											
198	0.93	6300	G	From:	57-633 Gwynn Island				F	0.085	F	0.531	6300	G	2002	
				To:	Dead End											
223	2.07	2500	G	From:	SR 14 SOUTH				F	0.083	F	0.657	2500	G	2002	
				To:	SR 14 MID											
600	1.10	80	R	From:	SR 14 NORTH				C	0.113	F	0.565	200	G	2002	
				To:	Dead End											
600	1.62	200	G	From:	Dead End				C	0.113	F	0.565	200	G	2002	
				To:	57-602 East											
601	0.54	140	R	From:	Dead End				NA				NA		1998	
				To:	57-602 East											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
601	1.07	230	R	From:	57-602 West						NA			NA		1998
				To:	Dead End											
602	0.42	450	R	From:	SR 14						NA			NA		07/11/2001
				To:	57-691											
602	0.30	380	R	From:	57-601 EAST						NA			NA		07/11/2001
				To:	Dead End											
603	0.66	40	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-673											
603	0.75	140	R	From:	SR 14						NA			NA		07/11/2001
				To:	Dead End											
604	1.08	280	R	From:	Dead End						NA			NA		1998
				To:	SR 14											
605	0.80	140	R	From:	Dead End						NA			NA		07/11/2001
				To:	SR 14 SOUTH											
605	1.10	160	R	From:	SR 12 NORTH						NA			NA		07/16/2001
				To:	57-710											
605	0.10	140	R	From:	57-607						NA			NA		07/16/2001
				To:	Dead End											
606	0.50	110	R	From:	Dead End						NA			NA		1998
				To:	57-646											
606	0.40	350	R	From:	SR 14						NA			NA		1998
				To:	Dead End											
607	1.90	230	R	From:	Dead End						NA			NA		07/16/2001
				To:	57-608											
608	1.50	670	G	From:	SR 14					C	0.09	F	0.530	670	G	2002
				To:	57-609											
608	1.30	380	G	From:	96% 0% 3% 0% 1% 0%					F	0.102	F	0.671	380	G	2002
				To:	57-649											
608	1.30	110	R	From:	Dead End						NA			NA		1998
				To:	57-608											
609	1.00	260	G	From:	95% 0% 4% 0% 0% 0%					C	0.112	F	0.833	260	G	2002
				To:	57-611											
609	0.12	240	R	From:	Dead End						NA			NA		1998
				To:	57-705											
609	0.58	90	R	From:	Dead End						NA			NA		1998
				To:	57-610											
609	1.10	70	R	From:	1.10 ME 57-610						NA			NA		1998
				To:	57-720											
609	0.08	60	R	From:	Dead End						NA			NA		06/12/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
610	0.90	40	R	From:	57-614						NA			NA		06/26/2001
				To:	57-611 NORTH											
610	0.75	20	R	From:	57-611 SOUTH						NA			NA		06/12/2001
				To:	0.75 ME 57-611 S											
610	1.05	20	R	From:							NA			NA		06/12/2001
				To:	57-609											
611	2.35	1900	G	From:	SR 14					C	0.082	F	0.57	1900	G	2002
				To:	57-1003											
611	0.08	2700	G	From:	97% 0% 2% 1% 0% 0%					F	0.081	F	0.505	2700	G	2002
				To:	SR 14 MID											
611	2.26	840	G	From:	97% 0% 2% 1% 0% 0%					F	0.086	F	0.620	840	G	2002
				To:	SR 14 SOUTH											
611	2.16	480	G	From:	97% 0% 2% 1% 0% 0%					F	0.106	F	0.615	480	G	2002
				To:	57-613 WEST											
611	0.30	47	R	From:	57-609						NA			NA		06/12/2001
				To:	Dead End											
612	0.50	90	R	From:	57-613						NA			NA		06/26/2001
				To:	57-611											
613	2.80	110	G	From:	SR 14					C	0.142	F	0.625	110	G	2002
				To:	57-611 WEST											
613	1.70	80	R	From:	57-611 EAST						NA			NA		06/06/2001
				To:	57-643											
614	1.00	200	R	From:	Dead End						NA			NA		06/12/2001
				To:	SR 14 NORTH											
614	0.90	210	R	From:	SR 14 SOUTH						NA			NA		06/12/2001
				To:	57-644; 57-730											
614	0.30	170	R	From:							NA			NA		06/12/2001
				To:	57-613											
614	1.20	80	R	From:							NA			NA		06/12/2001
				To:	57-610											
614	1.20	70	R	From:							NA			NA		06/12/2001
				To:	57-609											
615	0.60	100	R	From:	Dead End						NA			NA		06/12/2001
				To:	SR 14											
616	0.54	110	R	From:	SR 198						NA			NA		05/23/2001
				To:	Dead End											
617	0.80	170	R	From:	Dead End						NA			NA		06/26/2001
				To:	57-660 SOUTH											
617	3.37	260	G	From:	57-660 NORTH					F	0.103	F	0.5	260	G	2002
				To:	57-618											
617	0.94	1200	G	From:	96% 0% 2% 0% 1% 0%					F	0.094	F	0.554	1100	G	2002
				To:	57-654											
617	1.06	1300	G	From:	96% 0% 2% 0% 1% 0%					C	0.095	F	0.536	1300	G	2002
				To:	SR 14											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
618	0.50	1100	G	From:	57-617					C	0.092	F	0.568	1100	G	2002
				95%	0%	3%	0%	1%	0%							
				To:	57-660											
619	0.65	48	R	From:	Dead End						NA			NA		06/26/2001
				To:	57-617 WEST											
				From:	57-617 EAST											
619	0.81	120	R	To:							NA			NA		06/26/2001
				From:												
				To:												
619	0.50	160	R	From:	57-660						NA			NA		06/26/2001
				To:	Dead End											
				From:												
620	2.10	490	R	From:	Dead End						NA			NA		1998
				To:	SR 14											
				From:												
621	0.28	70	R	From:	Dead End						NA			NA		07/16/2001
				To:												
				From:	0.28 MN Dead End											
621	0.12	70	R	From:							NA			NA		07/16/2001
				To:												
				From:												
621	0.95	250	G	From:	57-684					F	0.105	F	0.643	250	G	2002
				97%	0%	1%	0%	1%	0%							
				To:	57-622											
621	0.40	830	G	From:	57-622					F	0.080	F	0.507	830	G	2002
				97%	0%	1%	0%	1%	0%							
				To:	57-611											
621	0.80	620	G	From:	57-611					C	0.086	F	0.579	620	G	2002
				97%	0%	1%	0%	1%	0%							
				To:	SR 14											
622	0.50	80	R	To:							NA			NA		07/16/2001
				From:	Dead End											
				To:	57-623 WEST											
622	0.04	200	R	From:	57-623 WEST						NA			NA		07/16/2001
				To:												
				From:	57-623 MID											
622	1.00	530	G	From:	57-623 MID					C	0.086	F	0.6	530	G	2002
				93%	0%	3%	2%	2%	0%							
				To:	57-621											
623	0.46	100	R	From:	Dead End						NA			NA		07/16/2001
				To:												
				From:	0.46 MN Dead End											
623	0.10	170	R	To:							NA			NA		1998
				From:	57-622 WEST											
				To:	57-622 MID											
623	0.40	40	R	From:							NA			NA		07/16/2001
				To:												
				From:	57-670											
623	0.30	160	R	To:							NA			NA		1998
				From:	57-622 EAST											
				To:												
624	0.15	130	R	From:	57-625						NA			NA		06/26/2001
				To:												
				From:	57-671											
624	0.05	40	R	To:							NA			NA		06/26/2001
				From:	Dead End											
				To:												
625	0.60	260	R	From:	57-660						NA			NA		1998
				To:												
				From:	57-624											
625	0.20	110	R	To:							NA			NA		1998
				From:	Dead End											
				To:												
626	3.40	520	G	From:	SR 14					F	0.09	F	0.626	520	G	2002
				97%	0%	1%	0%	0%	0%							
				To:	SR 198 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(626)	1.80	980	G	97%	0%	1%	0%	0%	0%	C	0.095	F	0.58	980	G	2002
				From: SR 198 NORTH												
(626)	0.16	270	R								NA			NA		1998
				To: 57-666												
(626)	0.14	250	R								NA			NA		1998
				To: 57-652												
(626)	0.30	80	R								NA			NA		1998
				To: 57-662												
				To: Dead End												
(627)	0.30	50	R								NA			NA		1998
				From: SR 198												
				To: Dead End												
(628)	0.70	550	G	96%	1%	2%	0%	0%	0%	C	0.089	F	0.652	550	G	2002
				From: SR 198												
(628)	0.80	300	R								NA			NA		05/23/2001
				To: 57-725												
(628)	0.17	160	R								NA			NA		05/23/2001
				To: 57-724												
				To: Dead End												
(629)	1.28	330	R								NA			NA		05/23/2001
				From: SR 198												
(629)	0.44	110	R								NA			NA		05/23/2001
				To: 57-772												
				To: Dead End												
(630)	1.50	270	R								NA			NA		1998
				From: SR 198												
				To: Dead End												
(631)	1.20	310	R								NA			NA		1998
				From: SR 198												
				To: Dead End												
(632)	0.50	110	R								NA			NA		05/23/2001
				From: 57-626												
				To: Dead End												
(633)	0.20	370	R								NA			NA		1998
				From: Dead End												
(633)	2.66	1500	G	96%	0%	3%	0%	1%	0%	C	0.098	F	0.68	1500	G	2002
				From: SR 223												
				To: Dead End												
(634)	0.50	320	R								NA			NA		05/30/2001
				From: Dead End												
				To: 57-633												
(635)	0.60	80	R								NA			NA		1998
				From: 57-609												
				To: Dead End												
(636)	0.35	60	R								NA			NA		05/30/2001
				From: Dead End												
(636)	0.63	190	G	95%	2%	2%	0%	1%	0%	C	0.115	F	0.565	190	G	2002
				From: 57-672												
(636)	0.50	190	R								NA			NA		05/30/2001
				From: 57-633												
				To: Dead End												
(637)	0.60	100	R								NA			NA		1998
				From: Dead End												
				To: 57-680												

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(637)	0.50	280	G	From:	57-680					C	0.102	F	0.621	280	G	2002
				To:	57-633											
(638)	1.00	100	R	From:	Dead End						NA			NA		05/30/2001
				To:	57-633											
(639)	0.85	70	R	From:	Dead End						NA			NA		05/23/2001
				To:	SR 223 WEST											
(639)	1.03	420	G	From:	SR 223 EAST					C	0.109	F	0.522	420	G	2002
				To:	57-648											
(639)	0.10	110	R	From:							NA			NA		1998
				To:	57-676											
(639)	0.20	80	R	From:							NA			NA		06/06/2001
				To:	Dead End											
(640)	0.14	200	R	From:	SR 223						NA			NA		05/23/2001
				To:	57-716											
(640)	1.41	240	R	From:							NA			NA		05/23/2001
				To:	Dead End											
(641)	1.64	430	G	From:	SR 14					C	0.096	F	0.537	430	G	2002
				To:	Dead End											
(642)	0.70	1300	G	From:	SR 198					C	0.102	F	0.603	1300	G	2002
				To:	57-643											
(642)	0.96	380	G	From:	57-708					F	0.119	F	0.707	380	G	2002
				To:	Dead End											
(642)	0.14	30	G	From:	57-642					C	0.103	F	0.642	800	G	2002
				To:	57-644 SOUTH											
(643)	1.00	520	G	From:	57-645					F	0.096	F	0.585	520	G	2002
				To:												
(643)	0.03	170	R	From:							NA			NA		1998
				To:	57-682											
(643)	0.50	60	R	From:							NA			NA		1998
				To:	57-704											
(643)	0.07	8	R	From:							NA			NA		1998
				To:	0.07 ME 57-704											
(643)	0.60	6	R	From:	57-614						NA			NA		06/06/2001
				To:	Dead End											
(644)	1.00	30	R	From:	57-614						NA			NA		06/12/2001
				To:	1.00 MN 57-614											
(644)	0.30	70	R	From:							NA			NA		06/12/2001
				To:	57-611 WEST											
(644)	1.20	120	R	From:	57-611 EAST						NA			NA		06/06/2001
				To:	57-643 SOUTH											
(644)	1.00	270	R	From:	57-643 NORTH						NA			NA		06/06/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(645)	0.50	380	R	From		57-643					NA			NA		1998
				To												
(645)	0.69	90	R	From		57-717					NA			NA		1998
				To												
(645)	0.43	30	R	From		0.69 ME 57-717					NA			NA		1998
				To		Dead End										
(646)	0.14	40	R	From		Dead End					NA			NA		07/11/2001
				To												
(646)	0.20	70	R	From		57-726					NA			NA		07/11/2001
				To												
(646)	0.50	150	R	From		57-721					NA			NA		07/11/2001
				To		57-606										
(647)	0.70	370	R	From		57-641					NA			NA		1998
				To		Dead End										
(648)	0.30	130	R	From		57-639					NA			NA		05/23/2001
				To		57-640										
(649)	0.67	160	R	From		Dead End					NA			NA		07/16/2001
				To		57-608										
(650)	0.50	230	R	From		57-660					NA			NA		1998
				To												
(650)	0.30	80	R	From		57-727					NA			NA		1998
				To		Dead End										
(651)	0.80	60	R	From		57-660					NA			NA		06/26/2001
				To		Dead End										
(652)	0.40	80	R	From		Dead End					NA			NA		05/23/2001
				To		57-626										
(653)	1.00	110	R	From		SR 198					NA			NA		06/06/2001
				To		Dead End										
(654)	0.40	10	R	From		57-617					NA			NA		06/26/2001
				To		Dead End										
(655)	0.85	130	R	From		Dead End					NA			NA		07/11/2001
				To		57-600										
(656)	0.30	100	R	From		Dead End					NA			NA		1998
				To		57-633										
(657)	1.10	90	R	From		SR 14					NA			NA		1998
				To		Dead End										
(658)	1.21	210	R	From		Dead End					NA			NA		06/26/2001
				To		SR 14										
(659)	0.50	160	R	From		57-660					NA			NA		06/26/2001
				To		Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(660)	0.32	80	R	From	57-660 BEGIN LOOP						NA			NA		1998
				To	57-660 END LOOP											
(660)	0.53	300	R	From							NA			NA		1998
				To												
(660)	0.30	460	G	From	57-617 SOUTH					F	0.117	F	0.547	460	G	2002
				To	57-617 NORTH					F						
(660)	0.36	450	G	From	57-703					F	0.110	F	0.56	450	G	2002
				To	57-618					C						
(660)	2.65	1000	G	From	SR 14						0.097	F	0.531	1000	G	2002
				To												
(661)	0.42	100	R	From	57-633						NA			NA		1998
				To	Dead End											
(662)	0.40	110	R	From	Dead End						NA			NA		05/23/2001
				To	57-626											
(663)	0.20	100	R	From	Dead End						NA			NA		1998
				To	57-633											
(664)	0.90	420	R	From	57-633						NA			NA		05/30/2001
				To	Dead End											
(665)	0.04	10	R	From	Dead End						NA			NA		06/06/2001
				To	57-1006											
(665)	0.56	120	R	From							NA			NA		06/06/2001
				To	57-642											
(666)	0.38	110	R	From	Dead End						NA			NA		05/23/2001
				To	57-732											
(666)	0.14	340	R	From							NA			NA		05/23/2001
				To	57-626											
(667)	0.50	80	R	From	57-660						NA			NA		1998
				To	Dead End											
(668)	0.13	130	R	From	Dead End						NA			NA		05/23/2001
				To	SR 198											
(669)	0.51	340	R	From	SR 223						NA			NA		1998
				To	Dead End											
(670)	0.42	90	R	From	57-623						NA			NA		07/16/2001
				To	Dead End											
(671)	0.30	80	R	From	57-624						NA			NA		06/26/2001
				To	Dead End											
(672)	0.07	60	R	From	Dead End						NA			NA		1998
				To	57-636											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
673	0.60	60	R	From	Dead End						NA			NA		07/11/2001
				To	57-603											
674	0.35	80	R	From	Dead End						NA			NA		1998
				To	57-626											
675	0.30	150	R	From	57-660						NA			NA		06/26/2001
				To	0.30 ME 57-660											
675	0.10	140	R	From							NA			NA		06/26/2001
				To	Dead End											
676	0.35	40	R	From	Dead End						NA			NA		06/06/2001
				To	57-639											
677	0.66	60	R	From	57-611						NA			NA		06/12/2001
				To	57-609											
678	0.39	80	R	From	Dead End						NA			NA		07/16/2001
				To	57-622											
679	0.54	50	R	From	57-660						NA			NA		06/26/2001
				To	Dead End											
680	0.49	80	R	From	Dead End						NA			NA		1998
				To	57-637											
681	0.53	140	R	From	57-626						NA			NA		05/23/2001
				To	Dead End											
682	0.87	100	R	From	57-643						NA			NA		1998
				To	Dead End											
683	0.37	9	R	From	Dead End						NA			NA		06/26/2001
				To	SR 14											
684	0.25	80	R	From	57-621						NA			NA		07/16/2001
				To	0.25 ME 57-621											
684	0.30	80	R	From							NA			NA		07/16/2001
				To	Dead End											
685	0.07	60	R	From	Dead End						NA			NA		1998
				To	57-660											
686	0.33	60	R	From	Dead End						NA			NA		07/11/2001
				To	57-605											
687	0.24	50	R	From	Dead End						NA			NA		1998
				To	57-660											
687	0.40	70	R	From							NA			NA		1998
				To	0.40 ME 57-660											
688	0.34	230	R	From	Dead End						NA			NA		06/06/2001
				To	57-639											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
689	0.36	170	R	From:	Dead End						NA			NA		1998
				To:	57-600											
690	0.37	80	R	From:	57-642						NA			NA		06/06/2001
				To:	Dead End											
691	0.25	20	R	From:	57-602						NA			NA		07/11/2001
				To:	Dead End											
692	0.52	47	R	From:	57-601						NA			NA		07/16/2001
				To:	Dead End											
693	0.62	90	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-645											
694	0.40	60	R	From:	SR 198						NA			NA		1998
				To:	Dead End											
695	0.10	80	R	From:	Dead End						NA			NA		1998
				To:	57-633											
696	0.42	160	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-639											
697	0.45	110	R	From:	SR 14						NA			NA		1998
				To:	Dead End											
698	0.20	90	R	From:	57-649						NA			NA		07/16/2001
				To:	Dead End											
699	0.37	20	R	From:	57-691						NA			NA		07/11/2001
				To:	Dead End											
700	0.48	160	R	From:	SR 198						NA			NA		1998
				To:	Dead End											
701	0.35	90	R	From:	SR 3						NA			NA		1998
				To:	Dead End											
702	0.38	60	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											
703	0.61	70	R	From:	57-660						NA			NA		1998
				To:	Dead End											
704	0.36	70	R	From:	57-643						NA			NA		06/06/2001
				To:	Dead End											
705	0.40	60	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											
706	0.32	70	R	From:	SR 223						NA			NA		1998
				To:	Dead End											
707	0.18	90	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
708	0.27	47	R	From:	57-642						NA			NA		06/06/2001
				To:	Dead End											
709	0.54	30	R	From:	57-650						NA			NA		1998
				To:	Dead End											
710	0.28	100	R	From:	Dead End						NA			NA		1998
				To:	57-605											
711	0.24	10	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-646											
712	0.02	20	R	From:	57-600						NA			NA		07/11/2001
				To:	SR 14											
713	0.16	580	R	From:	SR 14						NA			NA		07/19/2001
				To:	57-641											
714	0.20	20	R	From:	SR 14 SOUTH						NA			NA		07/11/2001
				To:	SR 14 NORTH											
715	0.32	70	R	From:	SR 14 SOUTH						NA			NA		07/16/2001
				To:	SR 14 NORTH											
716	0.17	90	R	From:	57-640						NA			NA		1998
				To:	SR 223											
717	0.14	80	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-645											
718	0.38	80	R	From:	Dead End						NA			NA		1998
				To:	57-639											
719	0.16	80	R	From:	Dead End						NA			NA		05/23/2001
				To:	SR 198											
720	0.23	7	R	From:	57-609						NA			NA		06/12/2001
				To:	Dead End											
721	0.43	80	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-646											
722	0.20	80	R	From:	57-629						NA			NA		1998
				To:	57-723											
723	0.02	10	R	From:	Dead End						NA			NA		1998
				To:	57-722											
723	0.08	30	R	From:	Dead End						NA			NA		1998
				To:	Dead End											
724	0.12	120	R	From:	57-628						NA			NA		1998
				To:	Dead End											
725	0.13	70	R	From:	57-628						NA			NA		05/23/2001
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
726	0.22	30	R	From	Dead End						NA			NA		07/11/2001
				To	57-646											
727	0.35	160	R	From	Dead End						NA			NA		06/26/2001
				To	57-650											
728	0.22	50	R	From	SR 14						NA			NA		07/11/2001
				To	Dead End											
729	0.43	230	R	From	Dead End						NA			NA		1998
				To	SR 14											
730	0.12	60	R	From	57-614						NA			NA		06/02/2001
				To	Dead End											
731	0.48	100	R	From	SR 14						NA			NA		1998
				To	Dead End											
732	0.07	30	R	From	Cul-de-Sac						NA			NA		1998
				To	57-733											
732	0.91	250	R	From							NA			NA		1998
				To	57-666											
733	0.05	20	R	From	Cul-de-Sac						NA			NA		1998
				To	57-732											
734	0.05	90	R	From	Dead End						NA			NA		1998
				To	SR 3											
735	0.17	140	R	From	SR 3						NA			NA		1998
				To	Cul-de-Sac											
736	0.20	100	R	From	SR 198						NA			NA		1992
				To	Dead End											
737	0.70	90	R	From	Cul-de-Sac						NA			NA		07/19/2001
				To	57-608											
738	0.25	100	R	From	SR 198						NA			NA		05/23/2001
				To	Cul-de-Sac											
739	0.15	110	R	From	SR 198						NA			NA		05/23/2001
				To	Dead End											
740	0.56	100	R	From	Dead End						NA			NA		05/30/2001
				To	57-633											
745	0.93	NA		From	Cul-de-Sac/						NA			NA		
				To	SR-00014(B)/											
746	0.42	NA		From	57-00745(B)/(APPROXIMATE LENGTH FROM						NA			NA		
				To	Dead End/											
1001	0.05	790	R	From	57-1003						NA			NA		07/19/2001
				To	57-1002											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
1001	0.03	1000	R	From	57-1002						NA			NA		07/19/2001
				To	SR 14											
1002	0.05	700	R	From	57-1001						NA			NA		07/19/2001
				To	57-611											
1003	0.05	390	R	From	57-1001						NA			NA		1998
				To	57-611											
1004	0.16	70	R	From	Dead End						NA			NA		1998
				To	SR 14											
1006	0.07	60	R	From	57-665						NA			NA		1998
				To	BEGIN LOOP											
1006	0.07	20	R	From	57-1007						NA			NA		1998
				To	END LOOP											
1006	0.10	30	R	From	57-1006						NA			NA		1998
				To	Cul-de-Sac											
1007	0.06	30	R	From	SR 198						NA			NA		07/19/2001
				To	Cul-de-Sac											
1015	0.19	10	R	From	Cul-de-Sac						NA			NA		07/19/2001
				To	57-1015											
1016	0.07	8	R	From	Dead End						NA			NA		1998
				To	SR 198											
9246	0.09	3	R	From	SR 14 LEE JACKSON						NA			NA		07/19/2001
				To	ELEM CLOSED NOW											
9249	0.08	350	R	From	SR 14						NA			NA		1998
				To	MATHEWS COUNTY HS											
9250	0.10	20	R	From	57-611 THOMAS						NA			NA		07/19/2001
				To	HUNTER INT SCH											